Going with a rush. Don't buy until you see our enormous stock.

Melting Prices, Large Business, Quick Sales,

Small Profits

is the foundation of our success.

# TRAVELERS' INDEX.

(BIG FOUR Rail-CINCINNATI AGAIN.

August 7th again we sell round-trip tickets to Cincinnati FOR \$3, including admission to the Exposiion and "Fall of Babylon In this city, so famous for entertaining visitors, never have the attractions been so many and so good.

The Exposition is by far the finest Cincinnati ever has offered. The new buildings are filled with a useful, curious, beautiful, bewildering display of things THE FALL OF BABYLON"

Eclipses all the former great efforts in the way of beautiful, instructive amusement. It should be seen by everybody.
THE ZOOLOGICAL GARDEN Is the finest on the continent. A whole day of pleasure and sight-seeing can be enjoyed in this lovely park, filled with the rarest specimens of the beasts of the field, the birds of the air and the fishes of the seas. Are places of pleasure, indeed, this hot weather.

CONEY ISLAND, If you want fun of the county fair order, is at the end of the most delightful steamboat ride on the finest 

CINCINNATI DIVISION. Depart....... 3:55am 10:53am 3:50pm 6:26pm Arrive....... 10:45am 11:45am 5:07pm 10:50pm

For tickets, eleeping-car accommodations and all information call at Union Depot or Model Ticket Office, corner Washington and Meridian streets.

J. H. MARTIN, Dist. Pass. Agt.

# DISEASED BLOOD,

Scrofulous, Inherited and Contagious Humors Cured by Cuticura.

THROUGH the medium of one of your books re-Apollo, Pa., I became acquainted with your CUTICURA REMEDIES, and take this opportunity to testify to you that their use has permanently cured me of one of the worst cases of blood-poisoning, in connection with erysipelas that I have ever seen, and this after having been pronounced incurable by some of the best physicians in our county. I take great pleasure in forwarding to you this testimonial, unsolicited as it is by you, in order that others suffering from similar maladies may be encouraged to give your CUTICURA

REMEDIES a trial.
P. S. WHITLINGER, Leechburg, Pa.
Reference: Frank T. Wray, Druggist, Apollo, Pa.

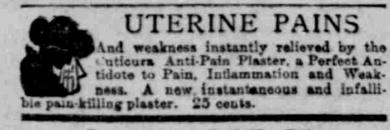
SCROFULOUS ULCERS. James E. Richardson, Custom-house, New Orleans, on outh, says: "In 1870 Scrofulous Ulcers broke out on my body until I was a mass of corruption. Every-thing known to the medical faculty was tried in van. I became a mere wreck. At times could not lift my hands to my head; could not turn in bed; was in coinstant pain, and looked upon life as a curse. No elgef or cure in ten years. In 1880 I heard of the Cu .I-CURA REMEDIES, used them, and was perectly

Sworn to before U. S. Com. J. D. CRAWFORD.

ONE OF THE WORST CASES. We have been selling your CUTICURA REMEDIES for years, and have the first complaint yet to receive from a purchaser. One of the worst cases of Scrof-ula I ever saw was cured by the use of five bottles of CUTICUBA RESOLVENT, CUTICUBA, and CUTICUBA SOAP. The Soap takes the "cake" here as a medicinal soap. TAYLOR & TAYLOR, Druggists,

Frankfort, Kan. SCROFULOUS, INHERITED. And Contagious Humors, with Loss of Hair, and Eruptions of the Skin, are positively cured by Curi-CUBA and CUTICUBA SOAP externally, and CUTICURA RESOLVENT internally, when all other medicines fail. Sold everywhere. Price: Cuticura, 50c; Soap, 25c; Resolvent, \$1. Prepared by the POTTER DRUG AND CHEMICAL CO., Boston, Mass. Send for "How to Cure Skin Diseases," 64 pages, 50 illustrations and 100 testimonials.

PIMPLES, black-heads, chapped and oily skin pre-vented by Cuticura Medicated Soap.



Determined to End Her Life. Special to the Indianapolis Journal. MARSHALL, Aug. 3 .- Mrs. Chas. Carters, a prepossessing young married woman of this city, made two determined efforts to commit suicide this morning, first endeavoring to shoot herself with a revolver, and on the weapon failing to discharge she took poison. This was soon discovered and a physician summoned. The prompt administering of an emetic saved her life. Fam-

WHEN INDICATIONS.

# SATURDAY-Local rains, followed this afternoon and to-night by fair weather; cooler. "Is This H-t Enough for You?"

We seized the individual who came into our store with that question, while he mopped his forehead, conducted him gently but firmly to the rear, where we fitted him out with a complete suit of thin Underwear at one fifth under price. Then we fitted him with a fancy Summer Shirt at the same rate. Walked him over to the Clothing Department and gave him some Cassimeres at the same reduction. Put a 25 cent Hat on his head, and then he found his tongue, and cried: "It isn't half hot enough; I'm cool as ice-cream soda."

Greatest Sale on Record still going on.

THE TEXAS METHOD.

A Wealthy Texan Stabs Three Elkhart Citizens, One of Whom Will Probably Die.

Special to the Indianapolis Journal.

ELEHART, Aug. 3 .- Benjamin Scott, a wealthy Texan who came here a few weeks ago to look after property which he owns, unprovokedly stabbed three men here this afternoon at 4:30, and is now in jail at Goshen, the county-seat. He owns property in the rear of the Clifton House, and had been quarreling with several persons on the ground that they were trespassing, stating on various occasions that he would do some stabbing. Con Crowley, a young stockdealer, who occupied a bara near Scott's property, and Geo. Newell, a leading farmer and capitalist, who owns property adjoining, were in an alley, discussing the alleged trespass in an apparently friendly manner, when Scott said he would stab the first man who again infringed on his land. Crowley replied that only a cur would use a knife, when Scott immediately pulled out a large pocket knife and plunged it three times into Crowley's abdomen. Newell immediately seized a club and rushed to Crowley's assistance, when Scott sprang at him, before he could use the club, and thrust the knife into his left lung and gave him a wicked slash across the back. James Smith, colored porter at the Clifton House, terrified by the transaction, endeavored to rush by Scott and escape, though only a spectator, but the infuriated man caught him and struck him in the side, inflicting a bad but not dangerous cut. Scott then started up street on a run, until James Bemis told him to surrender, which he declined to do, with the remark that he would also kill Bemis, as he came from a country where they did such things. Bemis, however, knocked him down with a powerful blow and took the knife from him. Crowley walked out of the alley and started up Main street, but he had not proceeded far when he fell into the gutter, from which he arose and stood up, when he fell again, unconscious, and was taken home in that condition. He is still unconscious, and his death is now momentarily expected. Newell was taken to a physicism, where his wounds were attended to, after which he was removed to his home. He is dangerously hurt, but his exact condition is not yet known. Scott is about forty-five years of age and not a vicious looking man, though he has threatened, the past few weeks, to stab several persons, and he boasts that he came from Texas, where they kill. The streets are full of people to-night, and the expression is that the officers did not take Scott

### to Goshen any too soon. THE SIOUX TREATY.

The Influence of the Chiefs Stands in the Way of Its Being Signed by the Indians.

STANDING ROCK AGENCY, D. T., Aug. 3 .- The Commissioners, in this morning's council with the Indians, succeeded in drawing out the fact that the four chiefs, John Grass, Gall, Mad Bear and Bighead, backed by Sitting Bull, are holding the Indians back from assenting to the act of Congress by intimidation. The chiefs were asked in open council, in the presence of all the Indians, to get up and say that every Indian might act as he pleased and accept or reject the offer of the government, and that in thus expressing his mind would give no offense to the chiefs, and would not be hurt or interfered with on account of his action. The request was made and repeated twice. The chiefs sat sullenly in their places and said nothing. The Indiana looked at the chiefs and waited to hear the reply. The Commissioners then stated that regarded the silence of the as an admission that they were keeping the people back under intimidation, and that the people were not allowed to speak their true sentiments. This caused considerable sensation, and the commissioners adjourned the council till Monday. Every provision of the treaty has been fully explained, and all objections answered over and over again. The commissioners still believe that a favorable result may be obtained by taking time. The Indians have been assured and re-assured that each Indian shall have the right to give his assent or dissent, according to his wish and desire. The commissioners are informed through reliable sources that the number who would sign but for intimidation is increasing. John Grass. spoke to-day, and he showed a more comprehensive knowledge of the details of the act th: pa any speech yet made by any lodian. This fact encourages the commissioners to persevere, and take more time and care in their efforts to bave the act fully and clearly placed before them, all.

## MURDERER MAXWELL.

The English Authorities Petition Governor Morehouse to Grant a Further Respite.

Sr. Louis, Aug. 3.-When news reached here this morning that the British government had requested a further respite for Hugh M. Brooks, better known as Maxwell, on the ground that both the murderer and his victim were British subjects, it created no little surprise, though some new move has been looked for. Governor Morehouse has received merely a formal telegraphic notice that the papers have been forwarded by mail, and does not know what action will take. John I. Murtin, one of Maxwell's attorneys, says the request for a respite was secured through the efforts of Maxwell's father with Lord Salisbury, and claims that new corroborative testimony has been developed which will save Maxwell from the gallows. He is confident the Governor will grant the respite. Circuit Attorney Clover was not surprised, and thinks it probable a brief resnite may be granted. He is firmly convinced. however, that Maxwell must eventually bang. The friends of Maxwell claim the request for a reprieve comes direct from the British Ministry, while others assert that it is simply a petition forwarded through the asual diplomatic chan-

ST. JOSEPH, Mo., Aug. 3 .- Governor Morehouse was in the faty to-day, and when ques-British Minister West asking for a respite for Hugh M. Brooks, alias Maxreplied that he had not yet seen the document, and did not therefore know on what grounds the request was made. He did not consider 'shat it came from the English government, however. Later he stated, in conversation with State Senstor Young and others. that he could not then say what action he will take in the case, but the impression seemed to prevail among friends that he will not interfere.

## DEATH IN A TENEMENT FIRE

Dreadful Result of a Daylight Fire in a Large Building in New York City.

The Explosion of an Oil-Steve on the First Floor Starts a Blaze and the Huge Building Burns with Astonishing Rapidity.

The Flames Pass Quickly from Floor to Floor, and Fire Escapes Prove Useless.

Thirteen People Burned to Death in the Building, and the Complete List of Fatalities Is Likely to Reach a Full Score.

NEW YORK, Aug. 3 .- Thirteen people were burned to death in a six-story brick 'building in the rear of 197 Bowery, this after poon. Six more, burned so badly that they will probably die, were removed to various hospitals. The house was a ramshackle affair, hidden in the middle of the block, the only entrance to it being a narrow alley-way from the Flowery. In front of it was a four-story building; on the first floor of which was a saloon called "The White House." Adjoining this is Harry Miner's People's Theater. In the rear of the burned building were two houses hemming it in on the Christie street side. In this caged-in building lived about 150 people. Each of the! six floors was occupied by a single family, the head of which was a tailor, who made clothing for the cheap wholesale clothing houses, and employed from fifteen to twenty men, women and children, in addition to his own family, in making up the clothing. They were all Polish Jews, and employer and employed worked, ate and slept in the crowded rooms of the dingy tenement. The tenants who rented the apartments were: S. Coon, S. Graft, Klein & Marks, S. Harris and H. Levine.

About 4:15 o'clock this afternoon, while all the occupants of the building were busily at work in the closing hours preceding their Sabbath eve, flames broke out on the lower floor. The fire had, when discovered, already gained such headway that it was in full possession of the stairway, and escape by it seemed impossible. A stout German woman rushed frantically into the street, wringing her hands and screaming, "Mein Gott! mein Gott! doze peobles are burning up!" The police reserve were called out, and in short order 100 blue-coats, in charge of Inspector Williams, were on hand, ready to assist the firemen. Alarm after alarm was sent out for ambulances, and in a very little while surgeons rolled in from St. Vincent, Chambersstreet, Bellevue and New York hospitals, while the Department of Charity and Corrections sent two of their ambulances. Their services were not badly needed. Many of the frightened inmates rushed down through the flames, and escaped to the narrow court-yard, with clothes ablaze, and hands and bodies burned. Six of these were so severely burned that they were taken to the hospital, and may die. There were fire-escapes on the front and rear of the house, perpendicular iron ladders running down the front and rear of the building, but before any of the inmates had tried to escape by them the flames had ascended through the house and were reaching from the windows, so that descent by the fire-escapes was impossible. One man, already half burned to death, leaned from a fifthstory window and fell, a mangled mass of flesh, in the little court-yard. Others, jumped from the second-story windows and escaped with bruises. The enormous crowds that had gathered shrank with fearsome dreaf and sympathy as some of the wounded shrieked and others groaned with pain, and others fee bly mouned out in anguish. One poor woman lay upon her back in a little store in the Bowery with not only her clothing, but the hair of her head burned off. It seemed as if she must be dead, but a slight upheaval of the bosom told that a little life still remained. She was unconscious, and the surgeon said she would not live to reach the hospital. Another young girl was delirious with pain. She was not so badly burned as the others, but in a mad jump from one of the windows had received internal injuries and also cut a terrible gash in the side of her head, from which blood gushed forth, giving her a ghastly appearance. She raved and screamed, and had to be held by two attendants while her wounds were being dressed. The spectacle as the various ambulances received their human freight and drove rapidly away was a sad one, and attracted

an enormous crowd. A. H. Sheldon, manager of the People's Theater, on discovering the fire, sent out an alarm and the firemen responded, but when they arrived the flames already had complete possession of the house, and nothing could be done to save it and little to save its inmates.

Charles Norman, property man of the People's Threater, with several of his comrades, ran to the roof of the theater, carrying a small ladder which they stretched over to a window of the burning building. A woman with her hair and clothing already ablaze appeared at the window. and Norman called to her cross over on the ladder. She cried back that she could not leave her two children. Norman tried to cross over on the ladder but the flames drove him back and he could not save her. Afterward the charred bodies of the mother and two children were found in the building. Three men, how-ever, availed themselves of the ladder and

escaped to the roof of the theater. When firemen had at last drowned the flames so that they could enter the house, they searched floor by floor as they ascended, and on the third floor they found the burned bodies of a man, a woman and a boy. On the fourth floor they found five bedies, so badly burned that it was impossible to tell whether they were those of men or women. On the next floor no bodies were found, but on the sixth five more were found, and they also burned, so that it could not were told whether they were bodies of men or women. This made thirteen bodies found in the building. That of the man who leaped from the fifth-story window increased the death list to fourteen, while it is feared that the death of some if not all those in the hospitals will make this puniber greater. While the firemen were searching the ruine the ery came that the roof was falling in, and a cracking of timbers was heard. The firemen did not desert the building, but ran to the windows, where they warted orders. They shouted to Chief McGill, who was on the roof of a lower house. "Wait till I see," he shouted back. He climbed a ladder and saw the roof sagging in, but he shouted back orders to prop it up, and this was successfully done. All the bodies had not been taken down, and until this was done the firemen would not leave the ruin. Several of the bodies were burned so badly that they fell apart when moved, and the firemen were obliged to lower them from win-

The names of the dead as far as known are: Philip Talopte, thirty-two years old, who jumped from the fifth floor. Mrs. Adelia Gruft and her two children, Joseph, seven years old, and Celia, four years old. The mother is the woman who refused to escape because she would not desert her children. Her husband escaped with an infant child in his arms and was almost crazy with grief at the loss of his wife and two other children. The other bodies are at the

morgue awaiting identification. The fire started on the first floor, in the apartments of Emma Stevenson, the janiaress of the building, and was caused by the explosion of a kerosene-oil stove. The burned building belongs to Abraham Stern, who bought it six months ago. The damage to the building is about \$8,000, which is covered by insurance. The loss on the stock of slothing in the various

apartments is estimated at \$15,000. It is believed 1t was not insured. The house in the rear of this death-trap was badly burned and the People's Theater was slightly damaged by fire and water.

White the firemen were searching on the top floor of the building, they encountered a spectricle that, used as they are to trying scenes, brought tears to their eyes. Beside a sewing-machine, that was blackened and warped, a woman lay dead. She was burned nearly to crisp. Her raiment was consumed. In the murky air the firemen lifted the stiffened form and bore it toward the outer air. But when they neared the charred window case-ment, the begrimed and helmeted firemen discovered that two lives had gone out when the woman died. The mother was Mrs. Graft, and in the horror of her situation had partially given birth to a little one. Both were scorehed to a crisp, and in the same room whence she had refused to go, as detailed, without her children, aged seven and four, they, too, lay dead. To-night the police have set a guard upon the unhappy father for fear he may commit suicide. His grief is pitiable, as he tears his hair and waits aloud. The list, corrected up to midnight, is as

GRUFT, ADELE, aged twenty-eight, with her new-born babe, burned to death. GRUFT, JOSEPH, seven years, burned to death. GRUFT, CELIN, four years, burned to death. TALOP, PHILIP, twenty-three years, killed by jumping from the sixth story.
SCHWALTZ, HENRY, tailor, suffocated on fourth

WOMAN, unknown, at morgue, barned beyond ABRA HAM SCHNIEDER, thirty-six years, burned to death.
SOLCMON WEINBERG, burned almost beyond TEN MEN, at the morgue, burned beyond recogni-

Injured: Michael Roubenhoff and Harris Poubenhoff, father and son, the former will recover, the latter will die. These two were reported missing in the earlier report. Asarias Spennetz, Russian tailor, twenty-two years old, seriously burned, likely to die; Bernard Bethman, Russian tailor, thirty-two years, married, seriously burned; Phillip Torrelon, English tailor, twenty-two years old, seriously burned; Nichola Reneneff, twenty-four, serious burns about body; D-Sarah, tailoress, single, nineteen years, serious burns, likely to die: Frank ida, Kussian talio single, fractured skull likely Nouvelitir, Russian tailor, slightly injured by a fall; M. A. Postic, Russian tailor, injured about limbs by jumping from third-story window; Morris Brischeir, Polish tailor, broke leg by jumping from third story; Nathan Leannie, Russian tailor, sixty years, burned about the

Missing (as far as could be learned): Prodrigal, Henry, Russian tailor, nineteen years old Bernstein, Benjamin, Pole, tailor, twenty-seven years old. The missing are believed to be among the

number of those burned beyond recognition. The death of Asarias Spennetz, at the hospital at a late hour this evening, makes the seventeenth death to midnight. Fires Elsewhere.

Tolepo, O., Aug. 3.-West Unity, a small town near here, was almost swept out of existence last night by fire. Thirteen stores were totally destroyed, involving a loss of from \$70, 000 to \$100,000. The heaviest losers are Ely & Smith, dry goods; Adam Gosber, clothing, and

Lee & Charles, hardware. Pittsburg, Aug. 3.-The Friend paper-mill, at Lockland, O., was discovered to be on fire at 5 o'clock this morning. As there is no fire de-partment at Lockland the building burned without hindrance, making a total loss. It was a frame building. The loss is \$40,000; well insured. SAND BEACH, Mich., Aug. 3 .- White Rock, a little village in Huron county, south of here, was badly scourged by fire last night. The fire started in Richard Winslow's brick store, and consumed that and other stores and dwellings. Mr. Winslow's loss is \$10,000.

### NEWS FROM ABROAD.

Note from Minister Goblet Concerning Italy's

Recent Action at Massowah. Paris, Aug. 3 .-- M. Goblet, Minister of For ign Affairs, has sent a note to the French repre sentatives abroad in reference to the announce ment made by the Italian government that Italy had taken possession of Massowah and the adjacent territory. It sets forth that Italy's action against Massowah began on Feb. 5, 1885, when the government at Rome repudiated the charge that it contemplated territorial extension and declared its object was merely to protect Italian subjects and property. The Berlin conference general act was dated Feb. 16, 1885. Since then, Italy has not given notice that she has taken possesion, as she was required to do by the act of the conference. The Egyptian flag was hoisted at Massowah, beside the Italian colors, until the end of 1885, although Egypt had withdrawn ber garand abandoned the control which she has exercised by the Porte's delegation in order to save the Turkish troops the necessity of crossing the Red sea. Italy, as late as 1887, declared, when she blockaded Mossowab, that the question of sovereignty remained in abeyance, and would not be regarded as prejudiced. Therefore, M. Goblet holds, the capitulation remained in force to the date of the last Italian dispatch.

Riotous French Strikers. PARIS, Aug. 3.-At a mass-meeting of strikers at the Labor Exchange, to-day, violent speeches were made in favor of holding out. Many of the strikers, however, becoming discouraged have resumed work. A number of hair-dressers to-day tried to ransack an employment bureau. The police arrested ten persons. After the meeting at the Labor Exchange the waiters. barbers and others marched away, singing the "Marseillaise." They stoned the police, and, the situation becoming critical, an officer drew his revolver and overawed the crowd. Several restaurant and cafe waiters have threatened to

Agricultural Crisis in France. Paris, Aug. 3.-The president of the French Agricultural Society has made a report regarding the losses caused by the recent rains. He says that the hay has been destroyed and the peasants have been compelled to kill their animals, being unable to feed them. He also says that corn cannot ripen, that potatoes are rotting and that the vintage this year will be inferior. He estimates the loss to agriculture at half a milliard of francs, and says if the bad weather continues a month longer the crisis will extend to enormous dimensions.

Foreign Notes. The rumors of a meeting between Queen Victoria and Emperor William, at Baden are offici

ally declared to be untrue. Silesia is being devastated by terrible floods. the worst known in thirty years. Along the rivers Bober and Zacken the damage is especial-

A terrible explosion occurred in a fire-works factory at Wandsworth, a section of London, yesterday. Several women who were at work in the building were killed.

Mr. Gladstone in expressing his thanks to Sheffield deputation for a handsome present on the occasion of his golden wedding, said that when he secured home rule for Ireland his political work would be finished.

Cutting Passenger Rates.

CHICAGO, Aug. 3 .- The Inter Ocean to-morrow will say: "Chairman J. N. Abbott, of the Western States Passenger Association, has gone to New York, and in his absence, the Kansas City lines are having a bit of fun with the rates to Kansas City. The regular rate is \$12.50, and some of the lines are openly allowed a commission of \$4, which makes the rate \$8.50. The scalpers reap the benefit of this arrangement, as a matter of course, but one of the lines goes even further by making the commission so high that the scalpers can sell a ticket for \$8.50 and still make money on the transaction. Another line is accused of putting on the market portions of tickets issued by Eastern lines and sold for | to say had received only a few votes, yet Con-

## A Mistake at a Wake.

New York, Aug. 3 .- Early last evening the at a wake in Baille street, Brooklyn. Shortly before midnight Mrs. Rebecca Davis, whose sense of smell and sight had waned with the growing hours, filled her cup from a bottle of embalming fluid which the undertaker had left on the mantelpiece. Within a few minutes she was taken so violently ill that all further festivities were suspended, and a doctor was sommoned. Her life was saved with the aid of a been counteracted by large doses of whisky.

# PROTECTION FOR AMERICANS

A Senate Debate that Possesses More than Usual Interest and Significance.

An Inquiry To Be Made in Relation to the Ownership by Alien Corporations of Railways Located in the United States.

Mr. Cullom Says the American Lines Must Be Protected in Their Business,

And the Subject Is Discussed Further by Messrs. Gorman, Gray and Edmunds in a Rather Acrimonious Personal Manner.

REGULATION OF COMMERCE.

An Important and Significant Debate in the United States Senate,

WASHINGTON, Aug. 3.-The House bill to grant to the Gulf & Chicago Air-line Railway Company the right to construct bridges over navigable watercourses was reported and placed on the calendar.

Mr. Vest offered a concurrent resolution, which was agreed to, requesting the President to return to the Senate the enrolled bill amendatory of the statutes to punish postal crimes.

Mr. Cuilom offered a resolution instructing . the committee on interstate commerce to ascertain and report whether any United States railroad lines are owned, operated or controlled by the Grand Trunk, or the Canadian Pacific, or any other Canadian railway comp whether commerce originating in the United States is diverted from American to Canadian lines, to what extent, and in what manner; also, whether any discrimination is practiced in the charges for tolls against American vessels in the Welland and St. Lawrence canals; also, to inquire into the question of regulation of commerce carried by railroad or waterways between the United States and Canada. The committee is to report what legislation is necessary for the protection of the commercial interests of the United States,

and promote the enforcement of the interstatecommerce act. Mr. Cullom said that he had. some days ago, offered a resolution in the same line, but that he had since then concluded that the investigation should have a wider scope than was therein proposed. He would not undertake to say in advance what the situation was, fully, but he had investigated the subject enough to satisfy him that the commercial interests of the United States, and he might almost say its honor, demanded that something should be done to protect American interests against the encroachments of the Canadian corporations. The Canadian Pacific railroad ran from Halifax and Quebec, skirting the Lawrence river and the northern boundary of the United States, to Vancouver, on the Pacific, and was reaching into the United States by the purchase or building of railroads in this country; for instance, lines from Sault Ste. Marie to Duluth and Minneapolis, which were to be feeders to the Canadian Pacific. In addition to all that, the British government, or the Canadian government, had recently subsidized a line of steamers to China and Japan for the purpose of securing the commerce between those countries and the United States and Europe. Whatever might be the exact facts in these matters, all Senators would agree that whatever could be done consistently with the relations between the two governments and under the Constitution of the United States ought to be done, so that the commerce between China and Japan and the United States shall carried on American roads instead Canadian roads. His purpose in proposing and having an investigation of the subject was that some legislation might be recommended to secure to the people of the United States the advantages which they ought to have in this transportation. The purpose of the recent subsidy of £60,000 a year to a line of three steamships on the Pacific from the western terminus of the Canadian Pacific was to give to the Canadian Pacific the business which would naturally come to the Union Pacific, the Northern Pacific, or the Southern Pacific, and the resuit, so far, had been that 42 per cent of the tes consumed in this country was carried by the Canadian Pacific.

Mr. Hoar inquired as to the facts of subsidized steamers being convertible into ships of

Mr. Edmunds-The British government always requires that.

Mr. Mitchell—I can give another item. subsidized line of steamers is bringing in Chinese at the rate of 4,000 a month, and they are pouring down in a great variety of streams into the United States through British Columbia. Mr. Collom-That is a fact which I was not aware of. Mr. Cullom proceeded to speak of

discriminations against American commerce on the Canadian canals, and added that what he was saying to-day was said for the purpose of directing the attention of the country to the situation, that the Senate might get whatever light the people could furnish in the matter. He referred to the treaty of 1871 and to the law allowing the passage of goods in bond as partly responsible for the evils, and continued as fol-

"Congress has undertaken to regulate commerce within the United States, thereby carrying out an unquestionable and clearly defined constitutional power, and one which ought to have been carried into effect many years ago. It is said that the interstate-commerce act places our railroads at a disadvantage in respect to the Canadian lines, and there may be something in it. But I undertake to say that the American people will not let go their right to regulate commerce within the United States because an adjoining power may possibly take advantage of it. In other words, the American people will not only demand that Congress shall regulate commerce within the United States, but that Congress and the government will take such steps as will protect them in the conduct of their commerce in connection with any other government. If the treaty of 1871 is in the way, we have the power to get rid of it. If any legislation is necessary, it is the duty of Congress to enact it."

Mr. Gorman said that in 1855, when the first bridge at Niagara was constructed, the Grand Trunk road was permitted to come in and share our carrying trade. The building of the bridge was a great event, and it was not understood at that time that the Grand Trunk would ever become a great rival to American roads. In 1866 Congress passed an act permitting goods to pass in bond through American territory without paying duty; in other words, opening absolute free trade in that class of merchandise, and that act stood to-day unrepealed. In 1871, when the treaty of Washington was made, the American commissioners were out-generaled in permitting the insertion of two or three words, which gave the Canadian roads the right to this transit until that treaty should be entirely abrogated. In 1884 the late Secretary Manning undertook to investigate this question, and said at once that there was but one way to settle the trouble between the British government and ourselves, and that was to strike out these transportation acts. That done, Mr. Manning said, we should get all the rights demanded for our fishermen, and all that were required for the railroad interests of the United States, and he absolutely, by an order, prohibited the transit of the goods; but when the law officers came to examine the question, they advised him that he had no right to prevent this transit. Although the attention of the Senate had been called to this condition of affairs by Mr. Gorman himself in a resolution which he was sorry gress had taken no steps to remedy the evil. While we had acted in perfect good faith and had permitted the Canadian cars to pass freely and without hindrance, the Canadians had been flowing bowl began to circulate among the guests | acting against us in every particular. It had been stated upon the highest authority that b secret arrangements and drawbacks on both railroad and canal transportation, wheat and other products of the Northwest had been carried in Canadian vessels, driving out and probibiting American vessels from participating in that trade. The British government had given the Canadian Pacific road a sufficient amount of money to build it through a barren wilderness stomach pump, though the physician said the and to operate and maintain it, and had given dose would have been fatal had its effects not the exclusive right to build railroads within three or four hundred miles of its border lines,

so that no American company could be organized to build into the Dominion of Canada. The only attempt of this kind had been that of the Manitoba road, which had occurred within the last year and a half, of which road forcible possession was taken road forcible possession was taken because the Canadian people wanted it as a competing line. The British government gave the Canadian Pacific \$10,000,000, and the road had been extended to Puget sound, and was in operation. It would have been comparatively value-less if it could not obtain a foothoid in the United States, so they had obtained from Maine and Vermont, and other States bordering on the Canadian country, charters to American organizations for construction of railroads with this money, which the British government or the Canadian government had given as subsidies, and the States of Maine and Vermont to-day are being used for the purpose of diverting this commerce from American ports. They are building to-day, through the State of Maine, a road which will not only enable the Canadian Pacific to go to Hallfax and compete for the trade of the Northwest, but will give the mean advantage of at least two days' time between Japan and Liverpool over the American lines, and this meant the absolute monopoly of that trade. Mr. Gorman read a table of distances, showing that the route from Yokobama to Liverpool via the Canadian Pacific and the new lines now in process of building through the States would be over 1,100 miles shorter than that by American lines. This had become, Mr. Gorman maintained, a very serious question because of the commercial aspect of the case. All these millions which had been poured out as subsidies had made it possible to build the Canadian road at a cost far below that of American roads, and to operate it at a loss, if that should become necessary to break up American lines. The temptation offered by these subsidies had been too great for our American citizens. In Poore's Manual there would be found some names of Americans boldly proclaimed who had associated themselves in this enterprise, as, of course, they had a perfect right to do—some of the most distinguished men in the United States—some who are candidates for high offices. The second office of the government might go to a director of this Canadian Pacific. Mr. Gorman here read a list of the officers, and directors of the road. Among the directors uppeared the names of Levi P. Morton and Wm. L. Scott. Mr. Gorman submitted that it is time for the American Congress, without regard to party, to recognize this condition of affairs. The Americans whose names he had read as directors of the Canadian Pacific road had a perfect

right to become such. Mr. Mitchell, interrupting, said if the Senator from Maryland had taken the trouble to read the names of directors of the Western road which had lately fallen into the bands of the Canadian Pacific, he would have found the name of the chairman of the Democratic national

executive committee. Mr. Gorman had no doubt of it, but that gentleman was no candidate for office. He did not believe there ought to be any partisanship in this question, but as the Senator from Oregon had brought it out so pointedly, he desired to express the belief that no man who is a candidate for high office, whether he be Democrat or Republican, who, if elected, might become President of the United States, could properly accept the office until he had purged himself of every interest in this British enterprise. It was not a question of politics, and he had not brought it in for political purposes.

Senator Gray asked whether any part of the British subsidy comes to the railroad which is

building through the State of Maine. Mr. Gorman said the road was chartered by the State of Maine. It was subsidized by the Canadian Pacific, and, if it was permitted to go on, not only would it absorb the trade, but it would bring the Canadians into closer relations with that class of American citizens who have power and influence in shaping the affairs of our own government. This ought to be no longer tolerated, and he was glad the Senator from Illinois had introduced this resolution, Let the matter be probed to the bottom. He knew the struggle to which it would give rise it the States of Maine and Vermont, where the roads were being built, and great as his friend from Vermont [Mr. Edmunds] was, he doubted very much whether he was prepared to drop all partisanship and join the Democracy in wiping out this interest, not as Democrats, but as

American citizens. Mr. Edmunds replied to Mr. Gorman. The fault with the Democratic party, he said, was that the only thing Democratic about it was its name. The party had had control of the House of Representatives ten or twelve years. The Representatives were the tribunes of the people; they were expected to take care of the people's great interests and control the revenues, and yet no attempt had been made in all that time to rectify those prodigious evils which the Senator from Maryland had now for the first time discovered. It was possible that some interests in the State of Maryland might have stimulated that Senator in the form of the Baltitore & Ohio Railroad (of which he was understood to be an honored and most valuable director) to a more intense interest than general patriotism would have done. That was perfectly right, because if the Senate was composed only of man who had no personal interests in the country it

would be a very poor legislative body. Mr. Gorman admitted that he was a director of a ratiroad company, and said the Senator from Vermont would scarcely be able to appreciate why. He was not a private director of any railroad, but when the great railroad which the State of Maryland had helped to build up was about to go over to that very syndicate which controlled the Canadian roads, he was selected as a public man to represent the interests of his State, and to prevent the syndicate which was controlling the Maine road and the Vermont road from taking the Baltimore & Ohio road. He trusted that his friend from Vermont would

purge himself as he [Mr. Gorman] had purged

Mr. Edmunds said he would purge himself by the statement that he had never been a director in any railroad whatever. He did not, however, see the distinction between being a director to represent the interests of the State of Marviand and a director to represent private interests. So far as he knew, there was only one railroad line, twenty or thirty miles long, in the State of Vermont that was owned by the Grand Trunk of Canada, and that was a link in the northeastern corner of the State, completing the line between Montreal and Portland. But for every one of those twenty or thirty miles of railroad controlled in Vermont by a foreign company there were fifty miles of road (he would be safe in saying 100 miles) in Canada that were controlled by Vermont corporations. There was one thing more that might be taken as true on both sides of the chamber, and that was that the physical geography of the globe could not be changed either by the St. Louis or the Chicago platform, or by President Cleveland or his successor, President Harrison. The round globe would continue to be just what it was, and if the route from Japan to Liverpool was 500 miles shorter across Canada than through the United States. it would remain 500 miles shorter. If goods could be carried cheaper between Liverpool and Hong Kong across Canada, commerce would seek that route, but, besides the physical facts of geography, the physical condition of climate played its part, and no government could change it. He believed, therefore, that his honorable friend [Mr. Gorman] was immensely wrong in saving that the Canadian Pacific line. whether going through Maine or not, could ever compete with the American Pacific lines without going to ruin, or unless sustained by and from its government. There were seven months in the year when the transportation of a million chests of tea or a million boxes of silks would not cost half as much by the American lines as by the other line, and when to that was added the fact that the American lines were capable of doing, and were doing, an immense local business, any American citizen who lashed himself into a great fever on the subject of competition for the Asiatic trade was falling into an immense delusion. It was true that so long as money could be found to run the Canadian line at a loss and to carry goods at half cost, it might be done, and the United States could not help it. It had to be said, however, that the contrast between the governments of the United States and of Great Britain in regard to encouraging trade, commerce and manufactures was very great. The British government subsidized railways and stamships and established colonies and consulates, and resented and got instant reparation for wrongs to ite subjects. The government of the United States, as at present constituted, did not do that. The Senate had, year after year, endeavored in some small degree-not half what it ought to have done-to promote American interests. It had endeavored to promote the construction of the Nicaraugus canal, which would command the trade of the globe, railroads or no railroads. It had endeavored to encourage trade in the South American and other countries by the smallest of mail subsidies to ships; but the Democratic House of Representatives said "no," and Democratic Senators said "no," and a Democratic

readent said "no." And yet the Senator Iron

Maryland stood up and said that the Senators on

the one side were partisans and the Senators on

the other (Democratic) side were patriots. If he were to quote son body he should say, "Oh, shame, where is thy blush." That was the

undeniable history of the matter, not half

stated. The Senator from Maryland had in-

timated that the divisions in the Senate on the

fishery treaty showed the partisans to be on the

Republican side and not on the other

And yet, not eighteen monthes ge-